



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING & DEVELOPMENT**

Application Number: 3003596
Applicant Name: Doug Ito for Artspace Project, Inc.
Address of Proposal: 843 Hiawatha Place South

SUMMARY OF PROPOSED ACTION

Land Use Application to establish use for the future construction of a four-story building containing 61 low-income residential units (39 one and two-bedroom, 18 artist's studio/dwelling, and four disabled) above 4,005 square feet of ground floor retail use and 970 square feet of restaurant use. The project includes 1,676 square feet of community/gallery space at ground level accessory to residential use. Accessory parking for 54 vehicles to be provided in a below grade garage, with one Share Ride surface parking stall located adjacent to the south property line. The site is located in an Environmentally Critical Areas; Liquefaction Prone.

The following Master Use Permit components are required:

Design Review - Section 23.41, Seattle Municipal Code (SMC).

1. Open Space Landscaping requirement 30% of open space is required to be landscaped 23.47.024.B.6.
2. Landscaping for New Construction is 5% of the total lot area 23. 47.016.B.
3. Nonresidential street front façade minimum width requirement of 80% 23.47.008.
4. Residential lot coverage.23.47.008.D.

SEPA-Threshold Determination (Chapter 25.05 SMC).

SEPA DETERMINATION: ☐ Exempt ☒ DNS ☐ EIS

☐ DNS with conditions

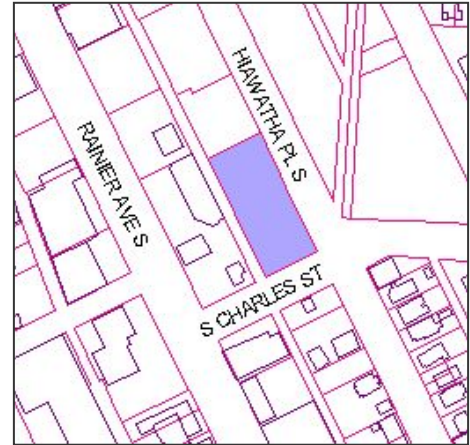
☐ DNS involving non-exempt grading or demolition or
involving another agency with jurisdiction.

**Early Notice DNS published March 23, 2006.

SITE BACKGROUND INFORMATION:

Site Development

Located near the intersection of Rainier Avenue South and South Dearborn Street, a commercial transition area, the subject site is a corner lot with frontage on Hiawatha Place South to the east and South Charles Street along the south property line, in the Jackson Park neighborhood of South Seattle. Bordering the site's west property line is an unimproved 16 foot wide alley, which will require a two foot dedication. The site is moderately sloped, descending approximately 14 feet, from the east property line to the west over a distance of approximately 100 feet. The site is rectangular in shape (220 foot width by 100 foot depth) with a north/south orientation that occupies an area of approximately 22,000 square feet in a Neighborhood Commercial Three zone with a Sixty-Five foot height limit (NC3-65). The site lies within the Central Residential Urban Village District. The site is also located within an Environmentally Critical Areas (ECA) Liquefaction Prone environment that occupies the entire development site. ECA Submittal, General, and Geologic Hazard Areas, and applicable development standards will apply for this development site as provided in SMC Chapter 25.09.



Area Development

The centerline of the unimproved (wild grass and weed) plated alley to the west of the subject site is the point where the designated NC3 zone along Hiawatha changes to Industrial Commercial with a 65 foot height limit (IC-65) fronting on Rainier Avenue South. The block on the east side of Hiawatha Place South dramatically slopes upward to the east. To the north the across South Dearborn Street the zone changes to less dense residential, Multifamily Lowrise Three and One (L3 & L1). Across the centerline of Hiawatha Place South to the east is a triangular shaped NC3/R-40 zone where the Jackson Place Cohousing development is located. Across Charles Street to the south the NC3/R-40 zone extends for a block.

There are many older manufacturing buildings along Rainier Avenue South in the immediate vicinity, including the Black Manufacturing building one block south and Rainier Oven building to the north which has been converted into studio apartments. This area is undergoing substantial transition as a number of potential new projects are in the planning or early development stages. One is immediately abutting the project site to the north, another across Dearborn Street, adjacent to the three-way intersection with Hiawatha Place South. A very large mixed use project on the Goodwill site located three blocks to the west on the north side of Dearborn is proceeding through the permitting process. One block south a 100-unit apartment is planned begin construction by the end of the year on Hiawatha Place South across the alley from the Black Manufacturing Building.

The most dominant development along Hiawatha Place is the recently constructed cohousing complex that sits on east side of Hiawatha Place, directly across the subject site. The bicycle trail that connects the eastside, along the I-90 corridor, to Downtown runs along Hiawatha Place South adjacent to the development site.

Project Description:

The owner proposes to construct a four-story structure containing 61 low-income units (38 one and two-bedroom, 18 artist studio/dwelling, and four disabled) units and 4,005 square feet of ground floor retail use and 970 square feet of restaurant use. The project includes establishing 1,676 square feet of community/gallery space (accessory to residential use). The building will be oriented along the Hiawatha Place Southwest frontage and will extend approximately 209 feet in length. From the Hiawatha perspective the four-story structure will step down to one-story over the north 35 feet. The one-story roof top is programmed for the common residential deck. This same area along Hiawatha will step back approximately 25 feet from the property line as well, to create a plaza area at street level. The residential entry will be located in this area and will provide primary access to the 61 units. Six separate store fronts are proposed with each having its street presence oriented towards Hiawatha Place South. The community/gallery gathering area will be set between the retail uses and outdoor plaza, and will have two access points, one adjacent to Hiawatha and the other off the plaza. The design of the front façade will take cues from the warehouse uses to the west of the development site. Subtle modulations features, materials, and colors will be designed to help scale the building in portion to the surrounding area. The portion of the building abutting South Charles Street will feature a continuation of the retail use and a stair tower with ingress/egress access. The stair tower will further feature integrated photovoltaic panels as part of the Seattle City Light photovoltaic demonstration project. The building will be setback approximately 10 feet from the south property line to open up the pedestrian experience within the right-of-way. This setback area will contain one parking stall for Car Share and a landscaped area, featuring a grass swale.

Access to parking will be obtained through an improved alley that will require an additional two-foot dedication on the property owner's part. Due to the site's topography, access to underground parking will be obtained through three separate garage doors along the west facade. Since the adjacent structures to the west are commercial buildings, the proposed design schemes along the west façade are designed to be sympathetic to types of buildings found within this zone. The alley façade of the proposed building will employ an industrial warehouse design theme to complement the adjacent zone. The proposed building will feature a concrete based on the lower level with wood frame on the upper levels. The wood frame structure will feature subtle modulations to reduce the appearance of bulk above the parking level. The lower level residential roof deck will be visible from this perspective.

Public Comment:

Date of Notice of Application:	March 23, 2006
Date End of Comment Period:	April 5, 2006
# Letters	0
Issues:	

The SEPA comment period for this proposal ended on April 5, 2006. The Department received no comment letters during the public comment period.

ANALYSIS - DESIGN REVIEW

Early Design Guidance

On November 22, 2005, the Design Review Board of Area 4 met in an Early Design Guidance (EDG) meeting to consider the site and design objectives of the applicant. After visiting the site, considering the analysis of the site, design context provided by the proponents, and hearing public comment the Design Review Board members provided the following siting and design guidance, and identified by letter (A, B, and C, etc.) and number (1, 2, & 3) those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily & Commercial Buildings*" of highest priority to this project.

The guidelines below were all chosen by the board to be high priority. The Board wants to increase the building's presence through design. The proposed structure should be sympathetic to the surrounding residential uses and Black building, and designed to increase safety within the right-of-way.

A. Site Planning

A-2 Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

A-5 Respect for Adjacent sites

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-6 Transition between Residential and Street

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

A-7 Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

A-10 Corner Lots

Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

The Board felt that the design should provide a significant opening in the mass that will create both a reduction in bulk, and also provide for potential views and visual relief for the residents residing in the structures on the east side of Hiawatha Place. In addition, the design should substantially set back the upper portions of the structure to create a wide opening that will allow some views through and provide light and air to the proposed open space and street level plaza. This opening should form a significant point of reference to build-on for the designers of the project abutting this site immediately to the north. There is the potential to create a similar set back notch that would in combination create a desirable opening in the middle of this block.

The Board felt that the design should provide multiple entry points along the street, including providing entrance directly to the street and proposed plaza from the proposed community room. They thought that the proposed interior street level community/gallery room should relate to the street and to the proposed open plaza to encourage human activity on the street and plaza. The design should develop more pedestrian open space and landscaping at the southeast corner of the site and between the southern entry and the sidewalk along South Charles Street. The proposed setback of 7' should be increased and/or designed to create a distinct entry statement with landscaping to emphasize the entrance.

B. Height, Bulk and Scale

B-1 Height, Bulk and Scale

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by , less-intensive zones.

The designer should provide further studies of how the design will create a good transition in height, bulk, and scale to the NC3/R-40 zone across South Charles Street and to the L2 zone to the east as well as to the proposed new development to the north.

C. Architectural Elements and Materials

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complements the architectural character and siting pattern of neighboring buildings.

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguishable from its façade walls.

C-3 Human Scale

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

C-5 Structured Parking Entrances

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

Paying attention to architectural characteristics of surrounding buildings, especially historic buildings, can help new buildings be more compatible with their neighbors, especially if a consistent pattern is already established by similar building articulation, building scale and proportion, complementary architectural style, building details and fenestration patterns, or complementary materials. The proposed stair tower feature at the south property line should be retained in the design and enhanced to create a signature element for the building in concert with an enhanced open space area and entry statement. The project should provide pedestrian-oriented open spaces such as the proposed courtyard plaza, garden, patio, or other unified landscaped areas, including at the SE corner of the site at South Charles Street.

Attention should be directed towards the alley, as delivery trucks will need adequate head in and head out room and good visibility to allow for good operation in the alley.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

D-2 Blank Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

D-7 Personal Safety and Security

Project designed should consider opportunities for enhancing personal safety and security in the environment under review.

The Board was particularly concerned that the design incorporates elements to ensure that the alley environment will be a safe and secure place during the day and night. In addition, the design should work with City agencies to address potential conflicts between bicycle riders, pedestrians and vehicles in the abutting rights-of-way.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

Where possible, and where there is not another overriding concerns, landscaping should reinforce the character of the neighboring properties and abutting streetscape

E-2 Landscaping to Enhance the Building and/or Site

Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

E-3 Landscape Design to Address Special Site Conditions

The landscaping design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

The design should respond to all the adjacent sites. The Board wanted the design to explore ways to address the SE corner at South Charles Street and to create a special space between the southern façade and the sidewalk on South Charles Street. The corner treatment should be coupled with the traffic circle element and a new corner community-like space to relate more directly to the nearby pea-patch character. Landscaping should enhance the prior guidelines, by creating attractive and inviting areas that urbanize and stimulate visual interest.

Summary: The guidance of the Board reflected their concern as to how the proposed project would better integrate into a neighborhood in transition.

Design Review Board Recommendations

On February 18, 2006, the applicant submitted the full Master Use Permit application, and on April 25, 2006, the Southeast Design Review Board (Area 4) convened for the final recommendation meeting. The applicant team responded to design guidelines set forth by the Board during the previous meetings and presented elevation renderings, site plans to illustrate the finer points. The applicant requested four development departures from the City's Land Use Code:

- Open Space Landscape requirements
- Landscaping for New Construction
- Nonresidential street front façade minimum width requirement of 80%
- Residential lot coverage

Public Comments

Approximately three (3) members of the community were in attendance during the April 25, 2006, Final Recommendation meeting. One member from the public commented that they would like to see commercial signage overhanging into the right-of-way. An attractive pedestrian scaled lighting scheme should be encouraged that is similar to what is found within the neighborhood – including street lamps. Another member stated that a neighborhood group is in the process of securing a Class One status for a bike lane within Hiawatha, and that the proposal should take this in consideration. Another neighbor wanted to know how the windows would function. The last respondent praised the Artspace group for taking into consideration community needs as the project evolved through the design process. The rest of the comments supported the addition of the proposed building in the neighborhood and its street improvement elements.

Four *departures* from standards of the Land Use Code were requested by the applicant at the time of the meeting and summarized below:

Development Standard	Requirement	Proposed	Applicant rationale	Recommendation by Board
1. Open space quantity. 23.47.024.A	<i>Usable open space shall be equal in amount to 20% of gross areas devoted to residential use (64,542 sq. ft.) Equals 12,908 sq. ft.</i>	<i>2.5% provided (or 1,604 sq. ft.)</i>	<i>Enhancing the pedestrian experience with robust landscaping at street level and at the plaza. A swale and car share area will be provided that is accessible to the public.</i>	<ul style="list-style-type: none"> ▪ Willing to entertain request.
2. Screening and Landscaping Standards. 23.47.016.D.1.c	<i>3 foot high screening shall be provided along the street lot line when surface parking areas are located between the structure and property line.</i>	<i>None.</i>	<i>A car share space is being provided in the surface parking area, which can be considered as a public amenity, will benefit from greater visibility for ease of neighborhood use and safety.</i>	<ul style="list-style-type: none"> ▪ Willing to entertain request.
3. Nonresidential street front façade minimum width requirement of 80%. 23.47.008.B	<i>A minimum of 80% of a structure's street front façade at street level shall be occupied by nonresidential use. Total street frontage equals 318 feet, required 254 feet.</i>	<i>66% provided (or 208 feet)</i>	<i>The community room, which will be located on Hiawatha Pl., will be used for classes and a gallery space for the artists in the building; will be adjacent to an outdoor community space to create a more attractive and inviting to experience.</i>	<ul style="list-style-type: none"> ▪ Willing to entertain request.
4. Residential lot coverage. 23.47.008.D	<i>Above 13 feet from finished grade, the residential portion of a building containing residential and nonresidential uses shall be limited to maximum lot coverage of 64%. Required 13,789 sq. ft.</i>	<i>78.5% provided (or 16,921 feet)</i>	<i>The building does not maximize the vertical envelope, to maintain the square footage needed to program gross floor area by increasing the percent of lot area.</i>	<ul style="list-style-type: none"> ▪ Willing to entertain request.

Board Discussion

After considering design plan, project context, hearing public comments, and reconsidering the previously stated priorities, the Board began their deliberations by providing a general assessment of the project proposal and its impact on the neighborhood. Ensuring a sympathetically designed building at the development site is a critical factor to successfully integrate the project into the existing neighborhood fabric. The Board was encouraged by the measures to minimize the building's visual impact upon the lower residential uses to the east across Hiawatha Place. The Board noted that the proposed structure does not adequately animate the pedestrian experience within Hiawatha; additional focused design attention needed to be directed to create a more pedestrian and bicycle friendly environment along the Hiawatha frontage. The design team is encouraged to explore measures to increase landscaping on the plaza and roof deck. The Board acknowledged that the project is well designed and conceived with minor lapses.

One Board member inquired about the design and operability of residential windows due in part to the potential presence of chemicals, paint, and other materials associated with the art profession. The Board was informed that tenants were told by the management company and Artspace that units were primarily residential units and hazardous material were not to be used within the unit and is not encourage in any way. Nonetheless, operable windows would be limited due to associated costs. Next, focus was directed towards understanding impacts of parking and access through the alley. The three-door garage design allowed for maximization of parking stall layout, by reducing the number of drive aisles. The Board was informed that the proposed parking would meet all land use development standards. The upper level alley side exterior wall façade design was of interest - Particularly, the choice of lighter colors. The Board was pleased with the addition of the bookend blue clad metal stair towers, but inquired why the south tower did not wrap prominently around to the east. It was explained that this was due in part to a design strategy that uses light gray tones for recesses.

The Board next focused their attention on the streetscape; they determined that bike racks along Hiawatha would encourage alternative modes of travel to and from the development site. Further, the Board wanted to know if canopies for overhead weather protection would be a consideration in the future in this industrial styled building. The architect explained that the entrances were recessed to provide overhead weather protection, but would consider the option. Continuing attention within the ROW, the Board wanted to know the width of the sidewalk and planting strip. The general impression was that more thought should be directed to the pedestrian experience along South Charles. As the Board discussed street presence of the proposed building and landscaped areas, one member inquired whether the design team considered other surface materials to better integrate the Car Share space with the neighborhood. Additionally, the Board wanted to know how the bio-swale would function with the adjacency of the Care Share space. A pervious surface might be warranted; in any case the surface should be designed to visually connect the sidewalk. The applicant responded by informing the Board how the integrated landscaped area and Car Share would function with the introduction of a bio-swale, if funding is secured to support this proposal.

The Board was unclear about the proposed open space and sought additional clarifying information. How would the private/public space in the form of a public plaza serve the residential users? How would this public plaza function, as it seemed to be part of a design objective that included the abutting property to the north and would serve neighboring uses? The

Board noted that the plaza lacked furniture of any kind to encourage use of the space. Also, the second-story open space residential deck that sits just above the plaza area to the west was depicted without furniture. The Board wanted to know where the access points to the upper level deck were located. The architect explained that access would be from a doubled loaded corridor and stair tower. The architect was asked if the rooftop deck could increase the amount and variety of vegetation. Additionally, residential landscaping appears underdeveloped. Discussion ensued regarding the details of the requested departures for the open space. The architect was instructed to work out the details with the planner following the Recommendation meeting to address enhancement of the residential open space and landscaped areas.

Board Analysis

The Board was encouraged with the applicant's effort to better integrate the design vocabulary among the architectural design themes, fenestration, color, and modulation techniques. At the Recommendation meeting, the Board agreed that the proposed structure is compatible with the surrounding buildings and takes cues from buildings in the area while maintaining sensitivity to the abutting structures. The use of metal panels and cementitious panels was sympathetic to the types of façade treatments of similar developments in the vicinity. The Board also felt that the design of the exposed glu-lam belt-course is designed to help break apart the building's mass. Corrugated horizontal and vertical metal cladding is employed to scale the upper level façade to characteristics associated with loft styled warehouse buildings. At street level, the glazed store fronts will be modulated to allow covered door opening areas for pedestrians. Split face CMU veneer columns will be arrayed along the base to establish a finer nuanced presence, thus holding interest at street level. The north and south stair towers will provide contrast through establishment of color and rhythm of metal vertical corrugated siding. At either end (north and south façade) of the proposed 98 foot wide structure, the design elements will mimic the front façade with added bolder elements to animate the facade. The design combines old architectural detailing within a modern context. **The Board was very supportive of the proposed facade improvements but would like to extend the improvements down along the south façade exposed concrete base. The south façade's ground level exterior wall should incorporate finer detailing with hardware finishes to create visual interest adjacent to South Charles Street. Additionally, the applicant was instructed to install lighting and signage details that respects adjacent sites and animates to pedestrian experience within right-of-way.** (*Guidelines A-1, A-3, A-5, A-10, B-1, C-1, C-2, D-2, & D-7*)

The Board agreed that the west façade (adjacent to alley) achieved an architectural compatibility to the adjacent commercial and industrial buildings. Above the one-story partially exposed concrete garage level, the design features horizontal and vertical metal panels with well positioned accent cementitious panel siding, and wood trim pieces. The west façade's window treatment will repeat the established pattern to maintain the warehouse loft look. The upper level treatments along the west façade will wrap around to the midpoint of the north façade where the stair tower is positioned. From the alley perspective, the proposed structure's north 35 feet steps down to an approximate height of 25 feet above alley grade. Above the concrete parking level the façade will mirror the vertical metal treatments found elsewhere. The roof area has been programmed for residential recreational use. The updated design proposes to use modulated walls, glazing, and textured wall panels to create a vertical and horizontal pattern to break down the mass of the proposed building. (*Guidelines A-1, A-5, B-1, C-1, C-2, C-3, & D-2*)

The Board strongly supported the proposed east elevation's presentation to the adjacent residentially oriented zones. The proposed design allows views to the west, and establishes vigorous vertical and horizontal modulation treatments. As taken from the Hiawatha frontage (east façade) the mixed-use building is clearly readable, with the allocation and arraignment façade surface materials. The horizontal exposed glu-lam belt-course frames the commercial palette of materials at street level, while the upper level establishes a strong residential presence through design and materials. The Board was encouraged with a designed that featured seven recessed entries, six store fronts and one community/gallery space, abutting Hiawatha at street level. The primary residential entry will be located behind the plaza, approximately 24 feet from the east property line. The plaza area would also provide access to the community room along the north façade. The Board acknowledged that the plaza space provided a focal point for social interaction with opportunities to engage tenants and neighbors to interact through special events as proposed by the developer. However, the plaza area needed further refinement by creating an attractive and interesting plaza surface. Additionally, commercial and residential signage detail will need to demonstrate an enlivened pedestrian experience along Hiawatha through the use of colors and lighting to accentuate the entries. Therefore, **the Board recommended that the applicant provide lighting plan to demonstrate security at pedestrian egress points. The applicant will further demonstrate a plaza that is both attractive and distinctive.** (*Guidelines A-3, A-4, A-5, B-1, C-2, C-3, D-1, D-7, & E-2*)

The Board would like careful attention directed towards creating a more pronounced experience in the residential open space environment (roof deck, plaza, and south landscaped area). The deck surface is proposed to float above the roof on raised tiles. The upper level deck is proposed to be designed to feature outdoor rooms in and around permanent low growing shrubs and inlaid rock gardens of varying sizes to create intimate spaces for individuals or groups. Located within these intimate rooms would be lounging areas for eating, socializing, and playing passive recreational games. Access to the roof deck will be obtained through a common hallway on the second floor and stair tower. The ground floor plaza area is proposed to feature a similarly designed tile surface with modest landscaping. The south area will be more vigorously landscaped with a pedestrian bridge over a bio-swale leading to the south stair tower. This area also features the Care Share stall located adjacent to southwest corner, parallel to South Charles Street. The Board was troubled with the lack of detail provided in this area, an area with a distinctive residential feel. The amount of on-site landscaping was troubling especially for the wood frame upper level roof deck and at the plaza level. During the meeting the precise design detail and layout could not be articulated, so the Board instructed the design team to provide additional detailed illustration for the roof decks. Therefore, **the Board recommended that the applicant increase landscaping and amenities (lawn furniture, art, etc.) in open space and landscaped areas. The exposed concrete surface along the south façade and finished hardware shall create visual interests. All to be approved by the assigned planner.** (*Guidelines A-6, A-7, C-3, D-1, E-1, E-2, & E-3*)

The Board supported the applicant's proposal to better achieve a landscaping design that is at once complimentary to the surrounding neighborhood, yet creates attractive and inviting areas. The applicant proposes to have landscaped and open space areas. Ground level landscaping would provide a visual frame for the structure to create visual interest and soften the building's edge. Within the right-of-way additional landscaping would help shape the landscaped context for the development site. The proposed upper level residential roof deck is modestly landscaped with limited access. **To improve the use of this potential vital space, the Board instructs the**

owner to orient doors to the open space and provide views into the open space environment, with significantly more amounts of vegetation to create a luxurious and inviting space for residential tenants. (Guidelines A-7, A-10, C-3, D-1, & E-2)

The Board was encouraged with the applicant's effort to minimize or eliminate vehicle, bicycle, and pedestrian conflicts within the right-of-way. The updated design proposes to install street landscaping, benches, and bicycle racks to encourage alternative modes of travel to the development site. It is anticipated that vehicles will primarily access the site from South Charles Street, avoiding Hiawatha all together, which will reduce conflicts with bicyclist accessing the extended I-90 bike trail. However, the street frontage along Hiawatha still has not attained a quality of design for the non-vehicle experience. **Therefore, the Board recommends further refinement of the proposed street furniture (benches, bike racks, etc.) and landscaping within the ROW. The applicant is encouraged to explore options to increase the quality of the pedestrian experience within Hiawatha. (Guidelines A-8, A-10, C-5, & D-7)**

Departure Analysis

The Board noted that it was apparent that the applicant's intention to integrate a mixed use building with 61 residential units with accessory community/gallery room (1,676 square feet), and retail use (4,975 square feet) achieved a level of design that established a sense of place with subtle architectural manipulation to fit within Jackson Park neighborhood. The design has accomplished lessening any potential pedestrian, bicycle, and vehicle conflicts along Hiawatha Place South and South Charles Street. Further, it reinforces the pedestrian importance upon the streetscape which is a primary objective in this neighborhood. Vehicle access to the development site will be channeled primarily along South Charles then turn into the alley approximately 100 feet from the South Charles Street and Rainier Avenue South intersection. The community/gallery room will open up to the plaza to create an indoor/outdoor gathering area for special events. Everyone involved in the process was enthusiastic about the prospects for this space. (Guidelines A-1, A-3, A-5, A-10, D-1, D-2, & E-2)

i. Open Space minimum quantity 20% of gross residential floor area (SMC 23.47.024.A)

Minimum residential open space is required to be 20% of gross floor area devoted to residential use. The applicant proposes dedicating approximately 64,542 gross floor area to residential use. The Code thus requires 12,908 square feet of open space. The applicant is requesting to earmark 1,604 square feet to residential use. The proposed structure will nearly maximize the allowed lot coverage at grade, while maintaining a ten foot setback from the south property line to allow an increased landscaped buffer and Car Share stall that is accessible to the public. The development is proposed for artist to live affordably and devote their energies to pursuing their creative endeavors. The building's design features residential floor heights in excess of ten feet, double loaded corridors so each unit will have large, nearly floor to ceiling, windows to let in an abundance of natural light and air. The Board agreed that the residential level provided large windows that opened the building's interior to the outdoors compensated for the loss open space. However, the Board noted that additional opportunities to green-up the development site would be needed. Landscaping should be increased where appropriate to provide a natural frame to soften perimeter edges and open space areas. Additionally, roof area earmarked for residential open space should be well detailed with an abundance of landscaping, and the creation of outdoors rooms for various recreational activities should

be incorporated into the final design. **The Board recommended that the applicant should enhance the roof deck, plaza, and south setback with fine nuanced design elements to enhance the recreational experience including plants, lawn furniture, and architectural detail.** (A-7, C-3, E-1)

ii. Screening and Landscaping for surface parking areas (SMC 23.47.016.D.1.c)

When surface parking areas are proposed for nineteen or fewer vehicles the area shall be screened by three foot high screening along the street lot line. The development proposes to locate one surface parking stall between the south property line and the building's south façade adjacent to the alley. The proposed stall is earmark for a Car Share vehicle and will be accessible to the public at large. Ease of access and visibility are key features that optimize use of vehicles. It is the developer's desire to introduce sustainable practices at the development site, one of several that have been chosen is supporting alternative modes of travel. Removing dependency of single occupant vehicles by providing an accessible Car Share option to reduce on-site demand for parking stalls as well as providing a public benefit for the community. This proposal has the enthusiastic support of the neighbors. During the recommendation meeting, the Board was informed that additional grant money has been secured to dress up the area. The design team was directed to focusing attention towards softening the concrete foundation wall behind the stall. The Artspace group will solicit artists to design and install amenities to create a more attractive environment. The Board supported the socioeconomic and cultural aspects of the Car Share stall. (A-5, A-6, C-3, D-2, E-2)

iii. Commercial street frontage of 80% (23.47.008.B)

A minimum of 80% of a structure's front façade at street level shall be occupied by nonresidential use in mixed use developments. The subject lot is a corner lot with two street frontages combining for a total linear frontage of 318 feet, less 80% equals 254 feet of required nonresidential use street frontage. The development team is proposing to devote approximately 208 feet or 66% of street frontage to nonresidential use. A substantial portion of the south façade is devoted to partially expose underground parking due in part to the lot's sloping topography. This area will feature a Car Share stall and substantial landscaping along a street that is more oriented to residential use. Along Hiawatha, which has a more significant commercial presence, the nonresidential use will comprise 185 linear feet or 83% of the street frontage. A 25 foot deep plaza space has been created in front of the façade programmed for residential use. On occasions the plaza area will be transformed into an event space. The building's street level design has achieved a level of sophistication to clearly articulate commercial presence without being overbearing on the surrounding uses. Commercial activity is directed along Hiawatha where it should be and deemphasized along South Charles Street. (A-1, B-1, C-1, C-3)

iv. Lot coverage for residential uses in mixed use structures (SMC 23.47.008.D)

The residential portion of a structure is limited to 64% of the development site when located 13 feet (floor to floor) above finished grade, within a Mixed Use structure. The maximum lot coverage for the development site is 13,789 square feet. The design team is proposing an increase of up to 78.5% (or 16,921 sq. ft) coverage to compensate for a building that does not capitalize on the allowed vertical envelope. The decrease in height warrants additional area expansion to maintain needed program gross floor area with the

increase in lot coverage. The proposed structure features a stepped terrace design to minimize the appearance of bulk upon adjacent uses. The requested 78.5% represents an additional 3,132 square feet which affords attractive features that includes façade treatment; fenestration, modulation and techniques to scale the building down. The terraced design of the upper level reduces the appearance of bulk as viewed from the east and west, which better serves the overall intent of the design guidelines. (*Guidelines A-1, A-5, B-1, & C-3*)

The six Board members present recommended that the design should be approved with the refinements noted to be worked out with DPD. In particular, the building's southwest corner needed to provide an attractive space in the Car Share area. Quality of landscaping in the open space and landscaped environments was of similar importance to the Board. The scale of the structure should be minimized with well designed facade appoints. The Board also recommends approval of all the requested departures as stated in the departure matrix. Thus, the project should move forward as designed.

Summary of Departures

<i>Development Standard</i>	<i>Requirement</i>	<i>Proposed</i>	<i>Applicant rationale</i>	<i>Recommendation by Board</i>
1. Open space quantity. 23.47.024.A	<i>Usable open space shall be equal in amount to 20% of gross areas devoted to residential use (64,542 sq. ft.) Equals 12,908 sq. ft.</i>	2.5% provided (or 1,604 sq. ft.)	<i>Enhancing the pedestrian experience with robust landscaping at street level and at the plaza. A swale and car share area will be provided that is accessible to the public.</i>	▪ Approved
2. Screening and Landscaping Standards. 23.47.016.D.1.c	<i>3 foot high screening shall be provided along the street lot line when surface parking areas are located between the structure and property line.</i>	None.	<i>A car share space is being provided in the surface parking area, which can be considered as a public amenity, will benefit from greater visibility for ease of neighborhood use and safety.</i>	▪ Approved
3. Nonresidential street front façade minimum width requirement of 80%. 23.47.008.B	<i>A minimum of 80% of a structure's street front façade at street level shall be occupied by nonresidential use. Total street frontage equals 318 feet, required 254 feet.</i>	66% provided (or 208 feet)	<i>The community room, which will be located on Hiawatha Pl., will be used for classes and a gallery space for the artists in the building; will be adjacent to an outdoor community space to create a more attractive and inviting to experience.</i>	▪ Approved
4. Residential lot coverage. 23.47.008.D	<i>Above 13 feet from finished grade, the residential portion of a building containing residential and nonresidential uses shall be limited to maximum lot coverage of 64%. Required 13,789 sq. ft.</i>	78.5% provided (or 16,921 feet)	<i>The building does not maximize the vertical envelope, to maintain the square footage needed to program gross floor area by increasing the percent of lot area.</i>	▪ Approved

Summary of Boards' Recommendations:

The recommendations summarized below were based on the plans submitted at the April 25, 2006 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings submitted for review on July 17, 2005. After considering the site context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the three Design Review Board members recommended approval of the subject design with conditions. Four departures were requested and approved, the Board made the following recommendations. (Authority referred to in letter and numbers are in parenthesis):

1. The Board was very supportive of the proposed right-of-way improvements with focused attention directed towards exploring options to increase the quality of pedestrian experience within the right-of-way. The applicant is required to install street furniture and other amenities (benches, bike racks, etc.) in the right-of-way, to create an attractive and inviting space for both visitors and tenants. (*Guidelines A-1, A-6, A-10, C-3, D-2, D-7, & E-2*)
2. Introduction of a lighting scheme and sign detail to insure a sense of security through quality design that enhances the building's façade at all pedestrian entry areas. The applicant shall provide a lighting plan to demonstrate security during the evening hours at ingress/egress points that respect adjacent sites. (*Guidelines A-6, C-1, D-1, & D-7*)
3. Applicant should provide detail of exposed concrete and finished hardware adjacent to South Charles Street that creates visual interests along the streetscape, and is in keeping with residential uses to create a greater synergy with surrounding uses. The Car Share stall should invite and stimulate visual interest. (*Guidelines A-10, C-3, & C-4*)
4. Orient upper level doors adjacent to open space to provide views into the roof top deck to encourage residential use. (*A-7, C-3, & E-2*)
5. The Board felt that overall the developers have obtained a quality design, but focus attention needed to be directed to increasing the amount and quality of vegetation. The upper level roof deck, street level plaza and south setback area will need more vigorous plants to create a more attractive and inviting space. (*A-6, A-7, C-3, D-2, E-1, & E-2*)
6. It appeared the design team missed an opportunity enhance the plaza, therefore they are directed to develop an attractive and interesting courtyard surface to create a more inviting space. (*A-6, A-7, C-3, D-1, & E-3*)

Director's Analysis and Decision : Design Review

The design of the new building (containing 61 residential low-income/affordable units and 4,975 sq. ft. of retail use is in scale, proportion and materials, but reduces the appearance of bulk through use of rhythmic modulation and terracing techniques, color palette, and facade elements with like buildings. The proposed building establishes a strong street presence along Hiawatha Place and South Charles through its proposed footprint on a site that is approximately 220 feet in length with a depth of 98 feet. This façade is further enhanced with the presence of the two exterior (bookend) stairwells featuring the splash of blue texture walls set outside neutral tones. This façade is truly inspired, striking a balance through the use texture, modulation, and playful mixing of materials to achieve compatibility with neighboring uses. The design of the proposed structure has been influenced by the warehouse loft vernacular, with modern touches to provide a distinctive residential look on the upper levels that seeks a harmonious presence in the immediate area. Among other architectural features the east façade employs vertical and horizontal siding to accentuate subtle modulation, a belt course above first floor, and fenestration to scale the building to surrounding uses in and around the area. The west façade establishes a stronger façade connection with the adjacent industrial zone. A mix of metal siding and cementitious panels reinforces the building's individuality within an industrial context that is influenced in form by the nearby industrial looking building. The windows on the west façade are similar in shape and size as found on the east façade, as well as throughout the rest of the building's exterior walls.

As viewed from the street frontages, the proposed four-story building will establish a well proportioned commercial and residential building. At street level the retail storefront (with full height glazing, exposed glu-lam belt- course, louvers, and CMU veneer columns) wraps around to South Charles, approximately 35 feet. The south façade features a prominent stair tower painted a dynamic blue tone to animate the building. The remaining area is design employing similar flourishes found on other upper level east elevation. The facade will maximize windows both horizontally and vertically at both street levels to enhance the pedestrian experience along Hiawatha Place South and South Charles Street. A metal overhead canopy is proposed over the residential pedestrian entry in the plaza area to reinforce readability along Hiawatha, and to stimulate visual interest and provide protection from inclement weather. The building will modulate vertically and horizontally to help scale the building down along Hiawatha Place. On the rooftop raised skylights will further scale down the building. The structure's bulk and scale will have a good relationship with surrounding properties of similar sized lots due to in part to the modulated facades and alignment and design of the rooftop features.

The street level plaza and upper level open space roof deck are designed to provide active and passive areas for the public and tenants to relax and interact at street level, with tenants and their guest recreating on the upper level. A few areas may be considered as outdoor rooms, providing a level of privacy through placement and arrangement of fixtures and surface floors materials. To activate the upper level open space roof deck additional landscaping is encouraged. The Board was also very supportive of the applicant's intention to install a robustly landscaped bio-swale adjacent to the south façade. The Car Share area has been acknowledged to need further refinement to soften exposed blank walls and the surface parking pad. The applicant has assured the Director that funding has been secured to make this area more visually vibrant. Additionally, installation of amenities within the right-of-way has not been optimized therefore; additional benches, bike racks, etc. will need to be more fully to create opportunities for social interaction and a place to rest. Overall, the Board supported the proposal, with several conditions noted to address minor design lapses. In all cases the Director of DPD affirms the Board conclusions and will support proposed conditions.

The Director of DPD has reviewed the recommendations and conditions of the Design Review Board. The Director finds that the proposal is consistent with the *City of Seattle Design Review Guidelines for Multifamily & Commercial Buildings*. The Director **APPROVES** the subject design consistent with the Board's recommendations above. This decision is based on the Design Review Board's final recommendations and on the plans submitted at the public meeting on April 25, 2006 and the plans on file at DPD. Design, siting or architectural details not specifically identified or altered in this decision are expected to remain substantially as presented in the plans submitted to DPD on July 17, 2006 in response to the outcome of the April 25, 2006 meeting.

ANALYSIS - SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05). The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant (dated February 9, 2006) and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, “Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation” subject to some limitations. Under such limitations/circumstances (SMC 25.05.665) mitigation can be considered.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction workers’ vehicles. Existing City codes and ordinances applicable to the project such as: The Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code, would mitigate several construction-related impacts. Following is an analysis of the air, water quality, streets, parking, and construction-related noise impacts as well as mitigation.

Earth

According to the geotechnical report submitted by Geotech Consultants, Inc., with the application, several conditions were revealed after completion of surface and subsurface conditions were evaluated at the development site. The site reconnaissance revealed a vacant site that contained overgrown vegetation; generally covered with tall grass, weeds, and blackberry bushes. Also, small and medium sized trees were scattered throughout. Supplemental documentation (Phase 1 Environmental Site Assessment and Hazardous Materials Survey, prepared by Eco Compliance Corporation) revealed no obvious evidence of plant stress due to potential environmental contamination.¹ Traces of previous development long ago abandoned were found at the development site that is moderately sloped, 14 feet over a distance of 100 feet (from east to west). Subsurface conditions revealed medium-dense to dense native sands at a depth of 4 feet to 8 feet below existing surface grade. The analysis included ten exploration borings to examine soil composition and integrity. They concluded that the proposed building can be supported on conventional foundations with some areas requiring coarse-grain fill. The footings must be design to carrier loads away from the east wall of the basement garage. Among a number of mitigating measures the report recommended measures to control drainage and/or waterproofing the proposed structure. Water vapor was cited as a potential health risk to occupants at the development site due in part to soil composition. If not properly addressed, water vapor over time can undermine the building’s integrity, leading to moisture problems, molds, fungi, and other biological organisms that may pose health risks. Providing sufficient ventilation, either passively or through mechanical devices will substantially reduce associates risks. Otherwise, any other potential short-term, construction related impacts anticipated from future construction will be addressed by adopted City regulations regarding grading, erosion control and noise. Therefore, no further conditioning for grading and earthwork activities is warranted pursuant to SEPA policies.

¹ The report went on to identify lots 3 -6 as nuisance/problem that pose no significant environment impacts.

Traffic

Construction activities are expected to affect the surrounding area. Impacts to traffic and roads are expected from truck trips during earth moving activities. The SEPA Overview Policy (SMC 25.05.665) and the SEPA construction Impacts Policy (SMC 25.05.675B) allow the reviewing agency to mitigate impacts associated with transportation during construction. The excavation of the lower levels will require the removal of material from site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other materials to the site will generate truck trips. As a result of these truck trips, an adverse impact to existing traffic will be introduced to the surrounding street system, which is unmitigated by existing codes and regulations.

It is expected that most of the material will be removed from the site to excavate for the below-grade garage. During excavation a single-load truck is expected to be utilized which will hold approximately 10 cubic yards of material. This will require approximately 252 truck loads to remove approximately 2,520 cubic yards of material. In order to limit this negative impact as much as possible, a Truck Trip Plan will be required and approved by SDOT prior to issuance of a building permit. The Truck Trip Plan shall delineate the routes of trucks carrying project-related materials, and include a limitation of truck trips during peak hours, which are from 7 AM to 9 AM and 4 PM to 6 PM.

Noise

Most of the initial construction activity including demolition, excavation, foundation work, and framing will require loud equipment and will have adverse impacts on nearby residences. The protection levels of the Noise Ordinance are considered inadequate for the potential noise impacts on the nearby residential uses. The impacts upon residential uses would be especially adverse in the early morning, in the evening and on weekends. The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B) allow the reviewing agency to limit the hours of construction in order to mitigate adverse noise impacts. Pursuant to this policy, and because there are residences in the vicinity, the applicant will be required to limit construction hours. Demolition and construction activities taking place within an enclosed structure, which meet the standards of the Noise Ordinance, are allowed. The department may modify this condition to allow work of an emergency nature or which cannot otherwise be accomplished during these hours by prior written approval of the Land Use Planner.

Air and Environmental Health

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). No unusual circumstances exist, which warrant additional mitigation, per the SEPA Overview Policy.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased surface water runoff from greater site coverage by impervious surfaces; increased bulk and scale on the site; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

The long-term impacts are typical of multifamily structures and will in part be mitigated by the City's adopted codes and/or ordinances. Specifically these are: Stormwater, Grading and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface); Land Use Code (height; setbacks; parking); and the Seattle Energy Code (long-term energy consumption). Additional land use impacts which may result in the long-term are discussed below.

Height, Bulk, and Scale

The proposed four-story project will rise to approximately 53 feet to the top of the roof from the lowest elevation grade along the east exterior walls. The height of the proposed building along the west façade (lowest elevation grade) on a development site that slopes downward from east to west will extend approximately 60 feet above grade with parapets extending additional 4 feet. From a cross section perspective, east to west, the lower density (NC3/R-40) zone is located to the east and is expected not to be adversely impacted due in part to existing topographic conditions - the Jackson Park Cohousing development site slopes upward dramatically from Hiawatha. To the west, across the alley, the more intensive industrial (IC) zone with a height limit of 65 feet is currently underdeveloped with smaller scaled businesses. The area is ripe for future development, stimulated by the recent wave of new development. The east and west façades of the structure features a playful array of modulated exterior walls to effectively break down the building's mass. To further mitigate height impacts for uses to the east, the north 35 feet of the building steps down to one-story to allow views to the west.

The adjacent lots contain one and two-story structures that are considerably undersized for the zoned height and would be prime candidates for redevelopment. The proposed structure is scaled in sized of projects in the immediate area, as would otherwise be allowed by code. New development of similar sized structures is currently under review at the abutting lot to the north, and one block south on the west side of Hiawatha. The proposed building's perimeter façade is designed to hold the horizontal line of the abutting buildings to scale its presence along the streetscape. Across the Hiawatha Place right-of way, approximately 60 feet away (minimum) is the Jackson Park Cohousing development site. Jackson Park towers above the proposed building due in part the topographic conditions and maximizing zoning height allowance. The proposed project is being developed at least one-story of what would be allowable under NC3-65 standards, as allowed by the Land Use Code, and is thereby in keeping with the scale of the potential of the zone as well as that of several existing structures in the vicinity.

The SEPA Height, Bulk and Scale Policy (Sec. 25.05.675.G, SMC) states that *"the height, bulk and scale of development projects should be reasonably compatible with the general character of development anticipated by the goals and policies set forth in Section B of the land use element of the Seattle Comprehensive Plan regarding Land Use Categories, the shoreline goals and policies set forth in Section D-4 of the land use element of the Seattle Comprehensive Plan, the procedures and locational criteria for shoreline environment redesignations set forth in SMC Sections 23.60.060, and 23.60.220, and the adopted land use regulations for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning."*

In addition, the SEPA Height, Bulk and Scale Policy states that “(a) *project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated.*” Since the discussion in the previous paragraph indicates that there are no significant height, bulk and scale impacts as contemplated within this SEPA policy, and since the Design Review Board approved this project with conditions, no mitigation of height, bulk and scale impacts is warranted pursuant to this SEPA policy.

Traffic and Transportation

An overview of traffic impacts was prepared by applicant, in a memorandum dated August 7, 2006. The Institute of Transportation Engineers (ITE, 7th Edition) Trip Generation Manual was consulted in deriving figures for the proposal. It is estimated that the project, upon completion, will generate approximately 408 average daily trips (at a rate of 6.69 per unit), including 21 trips in the AM peak hour and 26 trips in PM peak hours (ITE manual). These figures are derived from suburban oriented patterns, which are typically higher than what is found in urban environments. It is expected that tenants targeted for this low-income development will tend to use mass transit or other alternative modes of travel, thus decreasing traffic volumes at the development site. Based on travel patterns at other similar projects throughout the city, it has been our experienced total daily trips will be considerably less than the figures derived from ITE. The additional trips generated by the proposal would not have a significant adverse impact on neighborhood traffic flow and intersections.

Furthermore, the subject site is expected to generate less traffic due to the proximity of local transit stations. There are also many dining, shopping, educational, health care, entertainment and recreational opportunities within walking/bicycling distance and along the public transit routes. The site has ready access to the South Dearborn, Rainier Avenue South, and South Jackson Street to name a few arterials supporting public transit within walking distance. Primary vehicle access to the subject site is expected to be primarily obtained through South Charles to the south of the subject site with secondary access off South Dearborn. On and off-ramps to Interstates Five (I-5) and Ninety (90) are approximately within seven minutes from the development site. The amount of traffic expected to be generated by 61 (39 one and two-bedroom, 18 artist studio, and 4 disabled) low-income units will increase traffic volumes but will be within the capacity of the streets in the immediate area, so no SEPA mitigation of traffic impacts is warranted.

Parking

The parking policy in Section 25.05.675M of the Seattle SEPA Ordinance states that parking impact mitigation may be required only where on-street parking is at capacity as defined by the Seattle Transportation Department or where the development itself would cause on-street parking to reach capacity. Parking utilization in the vicinity appears to be under capacity. Parking can be found during the daytime and evening hours. Fifty-five (55) off-street parking spaces will be provided on-site for the new use, 48 of which are designated for residential use. Residential parking will be at a ratio of 0.79 spaces per each unit which meets code requirements and is expected to accommodate parking demand most of the day. Available on-street parking abutting the subject site will be unaffected by the proposal that takes access from the alley.

On-street parking capacity in the surrounding area is sufficient to meet any additional spill-over parking that might be generated from the proposed uses, if any actually occurs. Therefore, no mitigation of parking impacts is necessary pursuant to SEPA.

CONCLUSION - SEPA

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The conditions imposed below are intended to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of DPD as the lead agency of the completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment with respect to transportation, circulation, and parking. An EIS limited in scope to this specific area of the environment was therefore required under RCW 43.21C.030(2)(C).

CONDITIONS – DESIGN REVIEW

The owner/applicant shall update plans to show:

Non-Appealable Conditions

1. Embed all conditions of approval into the cover sheet on the updated MUP plan set and all subsequent building permit drawings.
2. Embed colored elevation and landscape drawings into the MUP and building permit drawings.
3. Any proposed changes to the external design of the building, landscaping or improvements in the public right-of-way must first be reviewed and approved by the DPD planner prior to construction.

Prior to Issuance of MUP

4. Revise plan set illustrating street furniture and other amenities (benches, bike racks, etc.) in the right-of-way, to create an attractive and inviting space for both visitors and tenants, subject to DPD and SDOT approval.

5. Submit a lighting scheme and sign detail to insure a sense of security through quality design that enhances the building's façade at all pedestrian entry areas. The applicant shall provide a lighting plan to demonstrate security during the evening hours at ingress/egress points that respect adjacent sites, subject to DPD approval.
6. Orient upper level doors adjacent to open space to provide views into the roof top deck to encourage residential use, subject to DPD approval.
7. The upper level roof deck, street level plaza and south setback area will need more vigorous plants to create a more attractive and inviting space, subject to DPD approval.
8. Redesign plaza surface to create a finely nuanced design to enhance the space, subject to DPD approval.
9. Update plan set to remove conflicting information (i.e., plaza pavers, parking count, etc).

Prior to Issuance of Construction Permit

10. Complete pre-dedication process with SDOT.

After Issuance of Building Permit and Prior to Groundbreaking

11. Arrange a pre-construction meeting with the building contractor, building inspector, and land use planner to discuss expectations and details of the Design Review component of the project.

After Issuance of Building Permit and Prior to Final Certificate of Occupancy

12. Provide detail of exposed concrete and finished hardware adjacent to South Charles Street that creates visual interests along the streetscape, and is in keeping with residential uses to create a greater synergy with surrounding uses. The Car Share stall should invite and stimulate visual interest, subject to DPD approval.

SEPA CONDITIONS

Prior to Issuance of Construction Permit

The owner(s) and/or responsible party(s) shall:

13. Submit a Truck Trip Plan to be approved by SDOT prior to issuance of a building permit. The Truck Trip Plan shall delineate the routes of trucks carrying project-related materials, and include a limitation of truck trips during peak hours, which are from 7 AM to 9 AM and 4 PM to 6 PM.

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

14. In order to further mitigate the noise impacts during construction, the owner(s) and/or responsible party(s) shall limit the hours of construction to non-holiday weekdays between 7:30 AM and 6:00 PM and Saturdays between 9:00 AM and 6:00 PM. This condition may be modified by the Department to permit work of an emergency nature to allow low noise exterior work (e.g., installation of landscaping) or to allow work which cannot otherwise be accomplished during the above hours upon submittal of a noise mitigation plan and after approval from the Land Use Planner. After the structures are enclosed, interior work may proceed at any time in compliance with the Noise Ordinance.

Signature: (signature on file)
Bradley Wilburn, Land Use Planner
Department of Planning and Development
Land Use Services

Date: September 14, 2006